
CHAPTER 6

DILLINGHAM MILITARY RESERVATION

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CHAPTER 6

DILLINGHAM MILITARY RESERVATION

6.1 INTRODUCTION

The proposed project at DMR would involve installing communication antennas at three locations and constructing a road from SBMR to DMR for transporting equipment and personnel. Changes in training activities and locations would occur on the installation and along the proposed road. The following text provides a description of these proposed activities; for detailed construction information, see Appendix D, Construction Details. Potential environmental impacts associated with these activities are discussed in detail throughout the remainder of this section.

6.1.1 Proposed Action

Construction

Construction of Dillingham Trail

The proposal is to acquire a perpetual easement of approximately 36 acres (14.5 hectares) and to construct a gravel road 15 feet (5 meters) wide with shoulders 3 feet (1 meter) wide. The road would run approximately 12.4 miles (20 kilometers) from SBMR to DMR and would be used by military vehicles. Work would include grading and paving the roadbed, improving drainage, and installing culverts at stream crossings and guardrails at drop-offs. Storm drainage structures and lines would be installed to prevent excessive amounts of stormwater runoff flowing over the road and endangering traffic. Underground telecommunication lines would be provided alongside the new road during road construction. Road grades steeper than 10 percent would be paved with asphalt or concrete, and the sides would be supported with shotcrete, guardrails, retaining walls, drainage structures (for example, concrete and grass swales), and signs. Until trail construction is complete, the Army would use public roads for travel from SBMR to DMR and KTA. If the proposed trail alignment changes, the Army will negotiate with the property owners on a new alignment and will conduct analysis and documentation, in accordance with NEPA, ESA and NHPA.

Construction of Fixed Tactical Internet

Two antennas strategically placed within the installation and one antenna on Dillingham Ridge would be constructed. As a result, radios within military vehicles would be able to receive communication signals to process both voice and data. Existing antenna support structure sites would be used when possible. Two antennas would be approximately 4 feet (1 meter) long and 2 inches (0.05 meter) in diameter, and two antennas would be approximately 10 feet (3 meters) long and 2 inches (0.05 meter) in diameter. They would be mounted on new antenna masts, or on existing utility poles, antenna support structures, or buildings. Each site area would be 20 feet (6 meters) by 25 feet (7.6 meters), including a 15-foot (4.6-meter) by 20-foot (6-meter) concrete pad for the support structure and shed. Sites would be accessed via existing roads in all cases. No security lighting would be installed at the sites. Equipment sheds would house radios and batteries. Of the 14 locations evaluated for construction of the FTI antennas on O'ahu, a maximum of eight will be selected from the locations represented in the EIS. Locations will be chosen based on the most suitable locations for communication logistics and avoidance of environmental concerns, such as cultural and biological resources.

Training

General SBCT Training

Transformation activities would include military training on lands outside of developed areas (e.g., the cantonment area). Such training would include nonlive-fire, mounted maneuver training (using vehicles such as the Stryker and HMMWVs), and other nonlive-fire military training on foot. The mounted maneuver training would be limited to the areas shown on the maneuverability maps in Chapter 2 and existing roads. Most of the nonlive-fire training by SBCT forces would be similar to that conducted by Light Infantry Brigades.

Training would include establishing and using tactical and logistical operations and administrative centers, as well as smaller more dispersed activities, such as bivouacking (camping). As with current training, exercises would continue to be at the squad through company level, with some opportunities for battalion and above training. General SBCT training would likely occur 180 to 242 days per year.

Field training exercises could involve a variety of activities, such as vehicle movement, maneuvers, and convoys, foot maneuvers, bivouacking, limited aviation training, and staff training exercises. Field exercises can generally take place in the entire area. Areas available for mounted maneuver training are limited. UAVs would be used as part of the training at DMR.

Proposed Action Impacts

Table 6-1 is a list of environmental impacts by specific SBCT project and resource category. This gives the public and reviewers a more detailed evaluation of impacts deriving from specific SBCT-related actions.

Table 6-1
SBCT Project Impact Under Proposed Action at DMR

1391 Project #	SBCT Project Title	Location	Land Use	Visual Resources	Airspace	Air Quality	Noise	Traffic	Water Resources	Geology and Soils	Biological Resources	Cultural Resources	Human Health & Safety Standards	Socioeconomics /EJ	Utilities
58161	Land Easement/ Construct Road, SB/DMR	Dillingham	⊙	⊗	○	⊙	⊙	⊙	⊙	⊙	⊙	⊗	⊙	⊙+	⊙+
N/A	Fixed Tactical Internet	Dillingham	⊙	⊙	○	⊙	⊙	○	⊙	⊙	⊙	⊙	⊙	○+	○+
N/A	SBCT Training	Dillingham	⊙	⊙	○	⊗	⊙	⊙	⊙+	⊗	⊗	⊗	⊗	⊙	⊙

In cases when there would be both beneficial and adverse impacts, both are shown on this table. Mitigation measures would only apply to adverse impacts.

LEGEND:

⊗ = Significant

⊗ = Significant but mitigable to less than significant

⊙ = Less than significant

○ = No impact

+ = Beneficial impact

N/A = Not applicable

6.1.2 RLA Alternative

Activities under the RLA Alternative at DMR would be the same as those under the Proposed Action.

Reduced Land Acquisition Impacts

Table 6-2 is a list of environmental impacts by specific SBCT project and resource category. This gives the public and reviewers a more detailed evaluation of impacts deriving from specific SBCT-related actions.

6.1.3 Public Comments

Public scoping comments regarding SBCT project activities at DMR focused on potential impacts related to the following:

- Agricultural use;
- Traffic from SBMR to DMR; and
- The local farming and ranching economy and impact on other businesses.

During the DEIS public comment period, public comments on the SBCT project activities at DMR focused on the following:

- Impacts on endangered and threatened species and sensitive habitats, especially the albatross at Kaena Point;
- Impacts from invasive and nonnative species;
- Impacts from fire;
- Impacts on local agricultural operations;
- Increased erosion from training;
- Impacts from PM₁₀ and fugitive dust;
- Runoff effects on the marine environment;
- Revegetation and reclamation;
- Impacts on cultural resources;
- Closure cleanup plan;
- Ordnance cleanup;
- Sites of contamination;
- Conversion of agricultural land for trail development;
- Interference with agricultural activities;
- Hazardous materials and waste impacts, such as asbestos, depleted uranium, lead, and RDX;
- Noise impacts from increased training;

Table 6-2
SBCT Project Impact Under RLA Alternative at DMR

1391 Project #	SBCT Project Title	Location	Land Use	Visual Resources	Airspace	Air Quality	Noise	Traffic	Water Resources	Geology and Soils	Biological Resources	Cultural Resources	Human Health & Safety Standards	Socioeconomics /EJ	Utilities
		Dillingham													
58161	Land Easement/ Construct Road, SB/DMR	Dillingham	⊙	⊗	○	⊙	⊙	⊙	⊙	⊙	⊙	⊗	⊙	⊙+	⊙+
N/A	Fixed Tactical Internet	Dillingham	⊙	⊙	○	⊙	⊙	○	⊙	⊙	⊙	⊙	⊙	○+	○+
N/A	SBCT Training	Dillingham	⊙	⊙	○	⊗	⊙	⊙	⊙+	⊗	⊗	⊗	⊗	⊙	⊙

In cases when there would be both beneficial and adverse impacts, both are shown on this table. Mitigation measures would only apply to adverse impacts.

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⊗ = Significant

⊗ = Significant but mitigable to less than significant

⊙ = Less than significant

○ = No impact

+ = Beneficial impact

N/A = Not applicable

- NPDES permit details;
- Easement acquisitions;
- Dillingham ranch impacts;
- Water supply impacts;
- Impacts on the locally unemployed;
- Funding for public roads;
- Traffic impacts;
- Impacts on visual resources on the Dillingham Trail;
- Impacts on the groundwater aquifer;
- Impacts on surface water; and
- Impacts from flooding.